

Subject:

Glenn Highway and Muldoon Road Interchange Improvements—Public Scoping Meeting

Date: December 3, 2013

Time: 6:00 p.m. to 8:00 p.m.

Location: Bartlett High School

MEETING NOTES

The Alaska Department of Transportation and Public Facilities (DOT&PF) and DOWL HKM conducted a public scoping meeting for the Glenn Highway and Muldoon Road Interchange Improvements on Tuesday, December 3, 2013 from 6:00 p.m. to 8:00 p.m. at Bartlett High School in Anchorage, Alaska. The purpose of the meeting was to share the results of analysis conducted over the past six months and to present preliminary alternatives that may move forward into future environmental documentation, design, and construction. Thirty-seven people signed in at the meeting.

The meeting was announced in the Anchorage Daily News, via postal mail and email, on the State of Alaska Online Public Notice, on the project Facebook site, and at the November 21, 2013 Northeast Community Council meeting.

The meeting started with an open house from 6:00 p.m. to 6:30 p.m. Representatives from the project team were present to discuss project details, clarify information and answer questions. Project materials included:

- A 3-D animation of a Diverging Diamond Interchange,
- Simtraffic simulations of the Diverging Diamond and Partial Cloverleaf Interchanges; and
- Display boards with traffic data, other area projects, pedestrian facilities, and a project development timeline.

The public was encouraged to provide feedback to project team members, on written comment forms, or via email at the project website.

At 6:30 p.m. Steve Noble (DOWL HKM) gave a PowerPoint presentation with an overview of the project area, the No Build alternative, and the Diverging Diamond and Partial Cloverleaf build alternatives.

After the presentation, the public asked questions and provided comments. The following is a summary of the public questions/comments and project team responses:

Will the frontage road be one-way only from Muldoon Road to Boniface Parkway?

Yes, the Metropolitan Transportation Plan envisions this frontage road to be one-way for vehicles traveling southbound.

Can you please clarify which intersections would be signalized on the Diverging Diamond and the Partial Cloverleaf?

Both interchange alternatives will have signalized and unsignalized intersections. Right turns would likely be unsignalized. There is a possibility that all right turns with pedestrian crossings could be made into signalized turns on the Diverging Diamond Interchange alternative.

Do either of these build alternatives address traffic that backs up when the Glenn Highway northbound is closed? Currently, Muldoon Road southbound traffic cannot get by because queues block the way.

The existing configuration has only one through lane for Muldoon Road, so when turning traffic backs up, this lane is blocked. Both of the proposed interchange alternatives provide for two through lanes in each direction, which will prevent this from happening.

Is the 5-foot shoulder on the Diverging Diamond Interchange enough to accommodate for snow removal?

As the project moves forward into the design phase, the team will work with DOT&PF Maintenance and Operations staff to refine the design to accommodate best-practices for snow removal and storage.

Is there an intermediate solution to the traffic problems that can be implemented between now and 2016/2017 when a new interchange is built?

The half-signal project will change where cars will queue up on Muldoon Road. The purpose of this project is to put queues on Muldoon Road, providing gaps in traffic for the on/off ramps on the Glenn Highway.

How and when will the final decision on the alternative be made?

This project could move forward at a fast pace. There appear to be no major environmental or right-of-way issues. There is some flexibility in the funding—the project is moving forward as if it is federally funded, even though only state funds have been used so far. The intent is to move forward as fast as possible, hopefully within two years rather than three. We hope that DOT&PF will have the preferred alternative chosen no later than the end of January 2014.

Will there be lighting improvements?

The existing configuration has four high mast lights. Both alternatives will still have high-mast lights.

Are there Diverging Diamond Interchanges in other northern climates?

There are some in Missouri and Utah and the project team has looked at these options from a maintenance and operations perspective. The Diverging Diamond Interchange has narrower and shorter bridges. It is likely this will be favorable to pedestrians with special attention paid to the design of pedestrian fencing.

Will traffic be slowed on Muldoon Road with this project?

The Partial Cloverleaf accommodates higher travel speeds—40-45 mph is typically the posted speed limit. The Diverging Diamond will likely be much slower.

Is there a companion project to deal with congestion to the north of the interchange?

Currently there is a project to put in permanent signals, channelized lanes, and raised medians near the entrance to Tikahtnu Commons, the VA clinic, Bartlett High School. However, this may not add capacity for access to these properties.

Duben Street is scheduled for major reconstruction at approximately the same time as this project will go to construction. Have you been coordinating with this project?

We will make sure to coordinate schedules and construction phasing with the MOA on this project.

Is there any construction time difference between these two alternatives?

The Diverging Diamond Interchange construction schedule will likely be a little shorter construction time, but both alternatives are likely two season jobs.

Is it possible to get Tikahtnu to put a ramp out from the mall to the Glenn Highway as a temporary fix?

It is unlikely the state would allow this to happen. The Glenn Highway is controlled access and to get approval to break the controlled access would require permission from the Federal Highway Administration (FHWA), which is unlikely. This would be expensive and time consuming and it would not be an appropriate temporary fix.